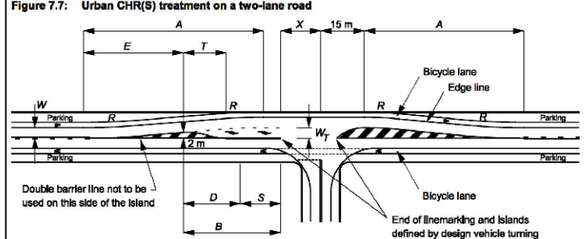
W = 3m;
Wt = 3m;
B = 30.2m;
E = 33.3m;
T = 16.5m;
R = 175m;
S = 5.2m;
V = 60km/h;
X = 4.3m

Figure 7.7: Urban CHR(S) treatment on a two-lane road



W = Nominal through lane width (m) (incl. widening for curves). For a new intersection on an existing road, the width is to be in accordance with the current link strategy.

W_T = Nominal width of turn lane (m) (incl. widening for curves based on the design turning vehicle) = 3.0 m minimum.

B = Total length of auxiliary lane including taper, diverge/deceleration and storage (m).

E = Distance from start of taper to 2.0 m width (m) = (A/W_T) x 2.

T = Physical taper length (m) given by Equation 5 being: $T = \frac{0.33VW_T}{3.6}$

R = Radius (m).

S = Storage length to cater for one design turning vehicle (m).

V = Design speed of major road approach (km/h).

X = Distance based on design vehicle turning path, refer to Design Vehicles and Turning Path Templates (Austroads 2013f).

Note: Values of A, D, R and T are shown in Table 7.1.

Legend

Proposed Linemarking

Required parking removal

Prepared in accordance with Austroads Part 4A Figure 7.7

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Notes:
CONCEPT PLAN ONLY.
NOT FOR CONSTRUCTION.

Tested Using:
* AutoTURN Version 8.2 (Plan)
* Vehicle Tracking 2016 (Section)
* AutoCAD Version 2016

Drawing Title:
MTE Seagull Intersection Concept

Project No:	Drawing No:
2017/629	2017-000-01A

Revision	Date	Details
A	13/12/2017	Revision Details